

Section 5

Motorcycle Total Crashes, Injury Crashes and Fatal Crashes, 2001

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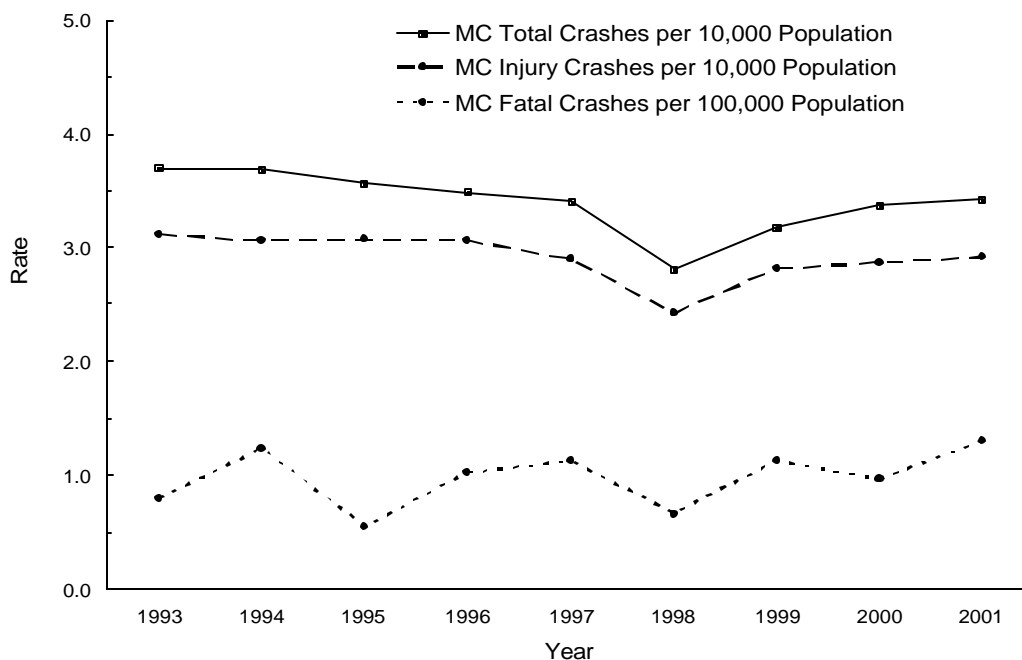
Motorcycle Crashes 1993 - 2001

Table 5.01 and Figure 5.01 show the trends in motorcycle crashes from 1993 to 2001. Total motorcycle crashes, and motorcycle injury crashes declined from 1993 to 1998, with the lowest number of crashes occurring in 1998. In 2001, there was a 3.5% increase in total motorcycle crashes and a 3.8% increase in motorcycle injury crashes from the 2000 crashes. While, fatal motorcycle crashes vary from year to year, the small number of fatal motorcycle crashes makes it difficult to compare increases and decreases from year to year.

Table 5.01 Motorcycle (MC) Total Crashes, Injury Crashes and Fatal Crashes, Utah 1993-2001

Year	MC Total Crashes		MC Injury Crashes		MC Fatal Crashes	
	#	Rate per 10,000 Population	#	Rate per 10,000 Population	#	Rate per 100,000 Population
1993	698	3.7	589	3.1	15	0.8
1994	717	3.7	597	3.1	24	1.2
1995	711	3.6	614	3.1	11	0.6
1996	713	3.5	626	3.1	21	1.0
1997	697	3.4	594	2.9	23	1.1
1998	589	2.8	509	2.4	14	0.7
1999	678	3.2	602	2.8	24	1.1
2000	733	3.4	624	2.9	21	1.0
2001	759	3.4	648	2.9	29	1.3

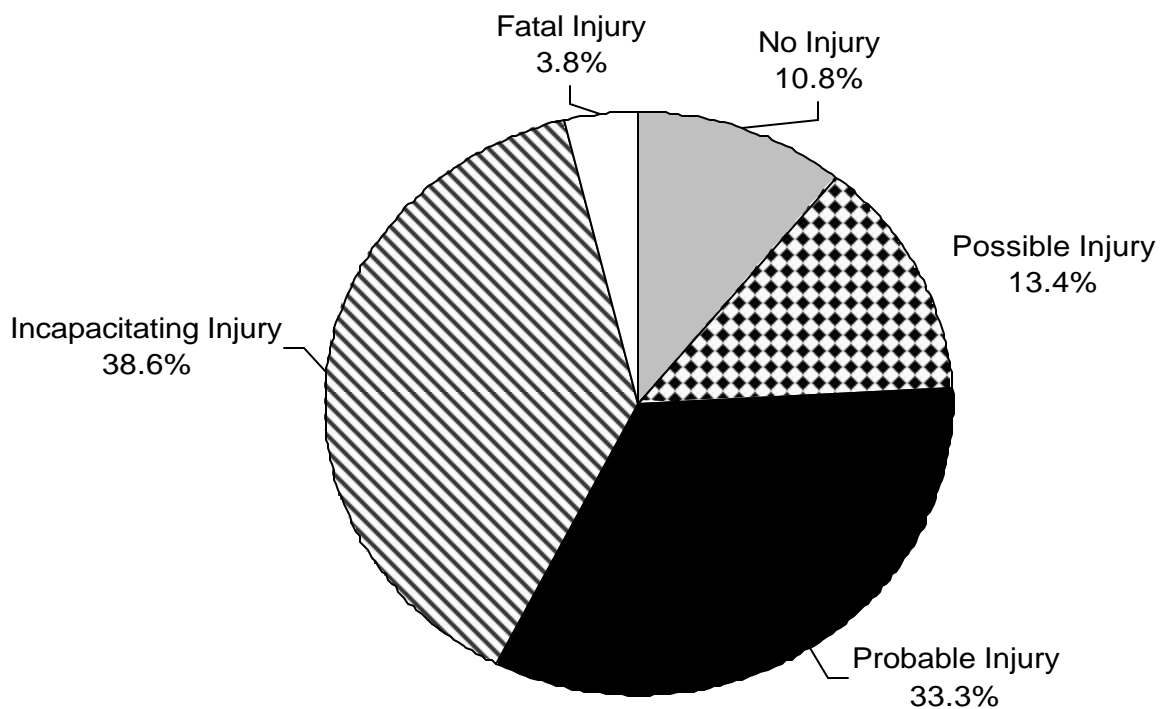
Figure 5.01 Motorcycle Total Crashes, Injury Crashes and Fatal Crashes, Utah 1993-2001



Motorcycle Crash Severity

Figure 5.02 shows the breakdown of motorcycle crash severity. Most of the motorcycle crashes resulted in an injury (89.2%) compared to 37.2% of all motor vehicle crashes (Figure 1.03). The percentage of motorcycle crashes that resulted in a fatality was 3.8%; this is seven times the percentage for all motor vehicle crashes (0.5%).

Figure 5.02 Severity of Motorcycle Crashes as Reported by Police, Utah 2001 (n=759)



Motorcycle Crashes by County

The rates of total motorcycle crashes, motorcycle injury crashes and motorcycle fatal crashes for each county are shown in Table 5.02. Based on million vehicle miles traveled, the top three counties for total motorcycle crashes were Morgan, Rich, and Garfield and for motorcycle injury crashes the top three were Morgan, Rich, and Cache. The top three counties for fatal motorcycle crashes based on million vehicle miles traveled were Wayne, Duchesne, and Uintah.

Table 5.02 Motorcycle (MC) Total Crashes, Injury Crashes and Fatal Crashes by County, Utah 2001

County	MC Total Crashes			MC Injury Crashes			MC Fatal Crashes		
	#	Rate per 100 MVMT	Rate per 10,000 Population	#	Rate per 100 MVMT	Rate per 10,000 Population	#	Rate per 1,000 MVMT	Rate per 10,000 Population
Beaver	1	0.4	1.4	1	0.4	1.4	0	0.0	0.0
Box Elder	14	1.5	3.2	11	1.2	2.5	1	1.1	0.2
Cache	40	5.0	4.2	37	4.6	3.9	0	0.0	0.0
Carbon	5	1.5	2.2	4	1.2	1.7	0	0.0	0.0
Daggett	1	3.9	11.5	1	3.9	11.5	0	0.0	0.0
Davis	58	2.7	2.4	46	2.1	1.9	1	0.5	0.0
Duchesne	8	4.0	5.5	5	2.5	3.5	3	15.0	2.1
Emery	4	1.1	3.5	3	0.8	2.6	0	0.0	0.0
Garfield	7	5.2	14.5	5	3.7	10.4	0	0.0	0.0
Grand	5	1.8	4.3	5	1.8	4.3	0	0.0	0.0
Iron	11	1.9	3.1	11	1.9	3.1	0	0.0	0.0
Juab	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Kane	5	4.1	6.5	4	3.2	5.2	0	0.0	0.0
Millard	3	0.7	2.3	3	0.7	2.3	0	0.0	0.0
Morgan	13	10.8	18.4	9	7.5	12.7	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	3	7.0	15.9	2	4.6	10.6	0	0.0	0.0
Salt Lake	276	3.6	3.1	238	3.1	2.7	10	1.3	0.1
San Juan	5	1.7	3.6	5	1.7	3.6	0	0.0	0.0
Sanpete	1	0.4	0.4	1	0.4	0.4	0	0.0	0.0
Sevier	6	1.5	3.0	5	1.3	2.5	1	2.5	0.5
Summit	13	2.0	4.5	8	1.2	2.7	1	1.5	0.3
Tooele	8	1.1	2.2	5	0.7	1.4	0	0.0	0.0
Uintah	11	3.6	4.4	9	3.0	3.6	2	6.6	0.8
Utah	140	4.4	4.0	124	3.9	3.5	5	1.6	0.1
Wasatch	10	3.8	6.7	8	3.1	5.4	1	3.8	0.7
Washington	44	4.7	4.9	41	4.4	4.6	2	2.2	0.2
Wayne	2	4.8	7.5	1	2.4	3.8	1	23.8	3.8
Weber	65	4.3	3.3	56	3.7	2.9	1	0.7	0.1
Statewide	759	3.2	3.4	648	2.8	2.9	29	1.2	0.1

Motorcycle Crash Times

Total motorcycle crashes, and motorcycle injury crashes followed the same time pattern, peaking between 2 p.m. and 6 p.m. The highest proportion of fatal motorcycle crashes occurred during the 5 p.m. hour (Table 5.03 and Figure 5.03).

Table 5.03 Hour of Motorcycle (MC) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Hour	MC Total Crashes		MC Injury Crashes		MC Fatal Crashes	
	#	%	#	%	#	%
12 a.m.	9	1.2%	9	1.4%	0	0.0%
1 a.m.	10	1.3%	10	1.5%	0	0.0%
2 a.m.	4	0.5%	4	0.6%	0	0.0%
3 a.m.	0	0.0%	0	0.0%	0	0.0%
4 a.m.	2	0.3%	2	0.3%	0	0.0%
5 a.m.	7	0.9%	6	0.9%	1	3.4%
6 a.m.	13	1.7%	12	1.9%	0	0.0%
7 a.m.	14	1.8%	13	2.0%	1	3.4%
8 a.m.	16	2.1%	13	2.0%	0	0.0%
9 a.m.	18	2.4%	15	2.3%	2	6.9%
10 a.m.	21	2.8%	16	2.5%	3	10.3%
11 a.m.	23	3.0%	19	2.9%	0	0.0%
12 p.m.	43	5.7%	38	5.9%	0	0.0%
1 p.m.	37	4.9%	33	5.1%	0	0.0%
2 p.m.	63	8.3%	52	8.0%	1	3.4%
3 p.m.	69	9.1%	57	8.8%	0	0.0%
4 p.m.	73	9.6%	66	10.2%	2	6.9%
5 p.m.	72	9.5%	55	8.5%	5	17.2%
6 p.m.	76	10.0%	67	10.3%	3	10.3%
7 p.m.	46	6.1%	41	6.3%	2	6.9%
8 p.m.	40	5.3%	31	4.8%	3	10.3%
9 p.m.	42	5.5%	38	5.9%	2	6.9%
10 p.m.	35	4.6%	30	4.6%	2	6.9%
11 p.m.	26	3.4%	21	3.2%	2	6.9%
Grand Total	759	100.0%	648	100.0%	29	100.0%

Figure 5.03 Hour of Motorcycle (MC) Injury Crashes and Fatal Crashes, Utah 2001 (See Table 5.03 for values)

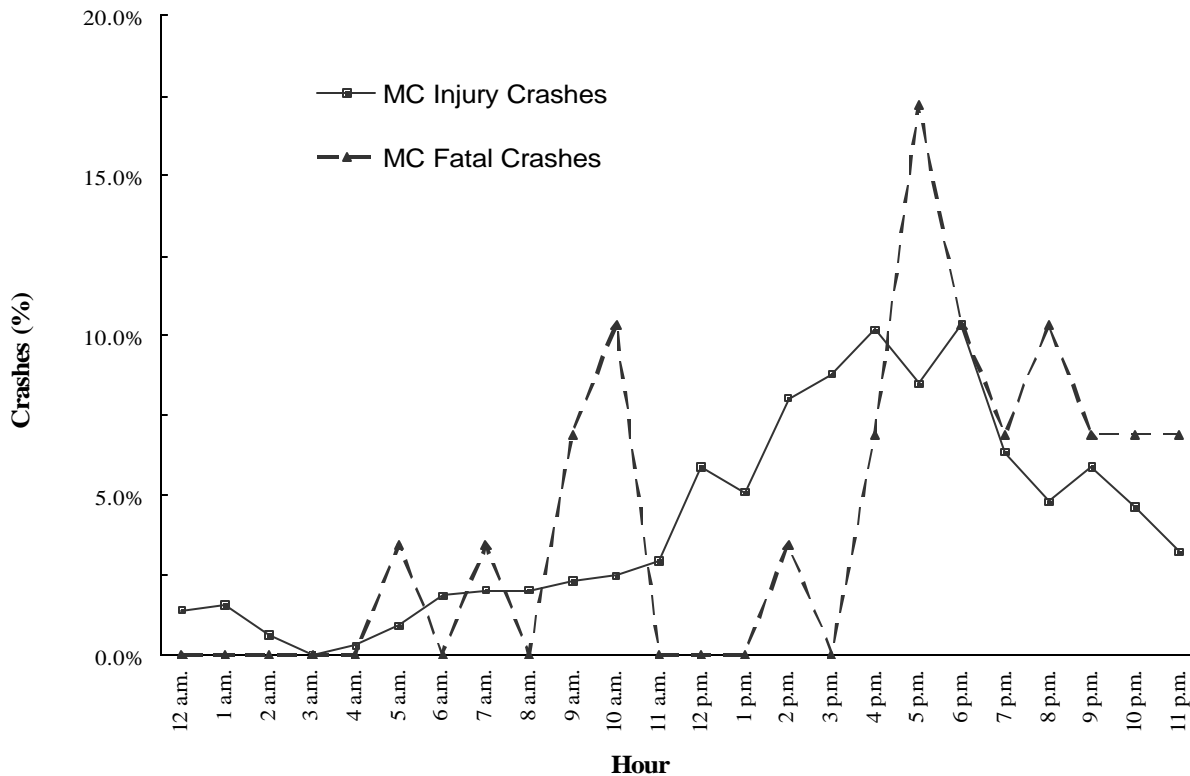


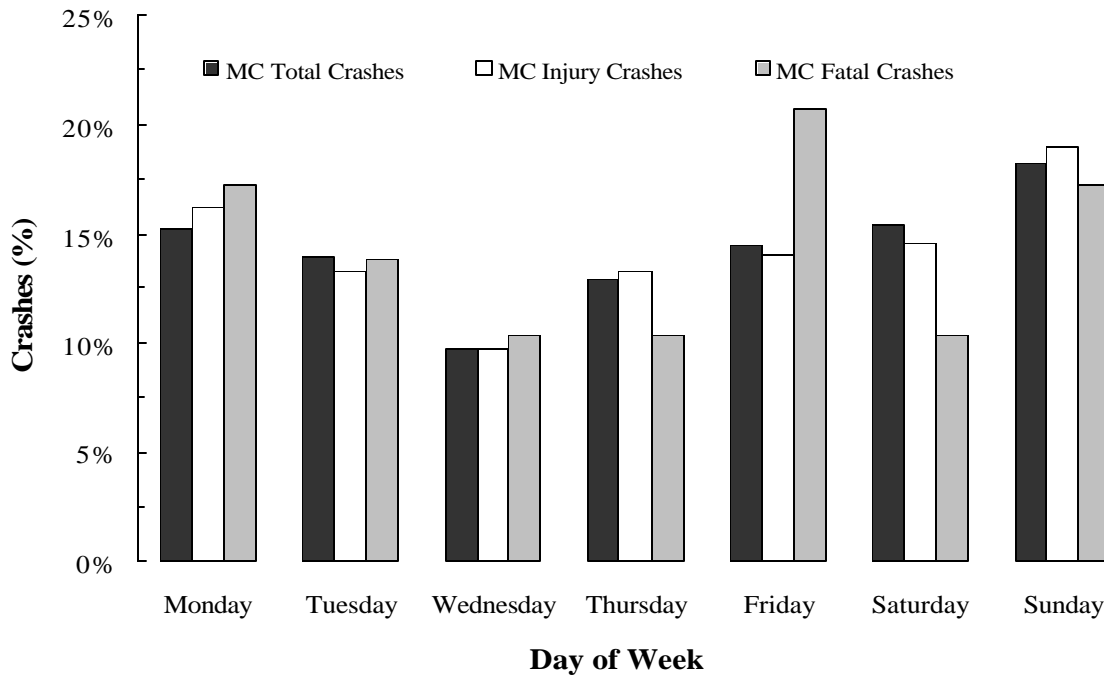
Table 5.04 shows the number of total motorcycle crashes and the rate of total motorcycle crashes per day for each month. May through September had the highest rate of total motorcycle crashes, injury crashes, and fatal crashes per day. Very few motorcycle crashes occurred in the winter months, which may be due to the decrease of individuals riding motorcycles in the winter.

Table 5.04 Month of Motorcycle (MC) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Crash Month	MC Total Crashes		MC Injury Crashes		MC Fatal Crashes	
	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	8	0.3	8	0.3	0	0.0
February	7	0.3	7	0.3	0	0.0
March	41	1.3	33	1.1	1	0.0
April	73	2.4	62	2.1	2	0.1
May	101	3.3	89	2.9	4	0.1
June	107	3.6	91	3.0	6	0.2
July	101	3.3	84	2.7	5	0.2
August	99	3.2	82	2.6	5	0.2
September	109	3.6	94	3.1	5	0.2
October	64	2.1	57	1.8	1	0.0
November	38	1.3	33	1.1	0	0.0
December	11	0.4	8	0.3	0	0.0
Grand Total	759	2.1	648	1.8	29	0.1

The largest number of total motorcycle crashes and motorcycle injury crashes occurred on Saturday, Sunday and Monday (Figure 5.04 and Table 5.05). Fatal motorcycle crashes most frequently occurred on Friday, accounting for 20.7% of all fatal motorcycle crashes. In fact, motorcycle crashes on Friday were almost 2 times more likely to be fatal than motorcycle crashes occurring on other days.

Figure 5.04 Day of Week for Motorcycle (MC) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001



Note: The above graph is based on percentages for the different crash categories. To read the above graph, look at one

Table 5.05 Day of Week for Motorcycle (MC) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Day of Week	MC Total Crashes		MC Injury Crashes		MC Fatal Crashes	
	#	%	#	%	#	%
Monday	116	15.3%	105	16.2%	5	17.2%
Tuesday	106	14.0%	86	13.3%	4	13.8%
Wednesday	74	9.7%	63	9.7%	3	10.3%
Thursday	98	12.9%	86	13.3%	3	10.3%
Friday	110	14.5%	91	14.0%	6	20.7%
Saturday	117	15.4%	94	14.5%	3	10.3%
Sunday	138	18.2%	123	19.0%	5	17.2%
Grand Total	759	100.0%	648	100.0%	29	100.0%

Motorcycle Crash Characteristics

Table 5.06 shows that crashes involving another motor vehicle represented most of the total motorcycle crashes (50.5%). “Ran off the roadway “ (to the right, to the left, or through the median), accounted for one-quarter (27.6%) of the fatal motorcycle crashes.

Table 5.06 Types of Total Crashes, Injury Crashes and Fatal Crashes Involving Motorcycles (MC), Utah 2001

Crash Type	MC Total Crashes		MC Injury Crashes		MC Fatal Crashes	
	#	%	#	%	#	%
Two Motor Vehicles	383	50.5%	313	48.3%	14	48.3%
Overtaken in Roadway	152	20.0%	140	21.6%	3	10.3%
Ran Off Roadway - To the Right	90	11.9%	79	12.2%	4	13.8%
Motor Vehicle and Fixed Object	30	4.0%	25	3.9%	1	3.4%
Ran Off Roadway - To the Left	30	4.0%	25	3.9%	4	13.8%
Other Non-Collision	29	3.8%	27	4.2%	0	0.0%
Motor Vehicle and Other Object	16	2.1%	14	2.2%	1	3.4%
Motor Vehicle and Wild Animal	15	2.0%	12	1.9%	1	3.4%
Motor Vehicle and Domestic Animal	7	0.9%	6	0.9%	1	3.4%
Ran Off Roadway Through Median	4	0.5%	4	0.6%	0	0.0%
Motor Vehicle and Bicycle	2	0.3%	2	0.3%	0	0.0%
Motor Vehicle and Pedestrian	1	0.1%	1	0.2%	0	0.0%
Grand Total	759	100.0%	648	100.0%	29	100.0%

The majority of total motorcycle crashes (57.0%) occurred in large urban areas (Table 5.07). However, the largest percentage of fatal motorcycle crashes (55.2%) occurred in rural areas. Rural motorcycle crashes were 3 times more likely to result in a fatality compared to motorcycle crashes in other areas.

Table 5.07 Urban / Rural Location of Motorcycle (MC) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Urban / Rural Location	MC Total Crashes		MC Injury Crashes		MC Fatal Crashes	
	#	%	#	%	#	%
Rural Area - Up to 5,000	250	32.9%	209	32.3%	16	55.2%
Small Urban - 5,000 to 49,999	57	7.5%	53	8.2%	0	0.0%
Moderate Urban - 50,000 to 199,999	16	2.1%	15	2.3%	0	0.0%
Large Urban - 200,000 or More	433	57.0%	370	57.1%	12	41.4%
Missing	3	0.4%	1	0.2%	1	3.4%
Grand Total	759	100.0%	648	100.0%	29	100.0%

Table 5.08 shows that the leading collision types for total motorcycle crashes were single vehicle rollovers (42.8%) and broadsides (23.3%). These were also the leading collision types for injury motorcycle crashes at 45.7% and 24.8%, respectively. Single vehicle rollovers accounted for over one-third (34.5%) of fatal motorcycle crashes.

Table 5.08 Collision Description of Motorcycle (MC) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Collision Description	MC Total Crashes		MC Injury Crashes		MC Fatal Crashes	
	#	%	#	%	#	%
Single Vehicle Rollover	325	42.8%	296	45.7%	10	34.5%
Broadside	177	23.3%	161	24.8%	7	24.1%
Rear End	114	15.0%	85	13.1%	3	10.3%
Other	99	13.0%	70	10.8%	5	17.2%
Side Swipe	30	4.0%	27	4.2%	0	0.0%
Head-on	11	1.4%	6	0.9%	4	13.8%
Pedestrian/Bicyclist Crash	3	0.4%	3	0.5%	0	0.0%
Grand Total	759	100.0%	648	100.0%	29	100.0%

Motorcycle Crash Violations and Contributing Factors

Over one-third (34.2%) of motorcycle drivers involved in crashes received a citation (Table 5.09). Excluding “catch-all” other categories, the leading violations cited were “speeding” (16.0%) and “improper lookout” (12.2%). No citations were given to a motorcycle driver involved in fatal crash.

Table 5.09 Violations for Motorcycle (MC) Total Crashes and Injury Crashes, Utah 2001

Violations	MC Total Crashes		MC Injury Crashes	
	#	%	#	%
All other non-moving violation	47	17.9%	42	18.3%
Speeding	42	16.0%	36	15.7%
Improper lookout	32	12.2%	24	10.5%
All other moving violations	27	10.3%	26	11.4%
Reckless driving	26	9.9%	22	9.6%
Following too close	23	8.7%	17	7.4%
Driving under the influence	22	8.4%	21	9.2%
Failure to yeild right-of-way	14	5.3%	14	6.1%
Negligent collision	7	2.7%	7	3.1%
Improper passing	5	1.9%	5	2.2%
Wrong side of road	4	1.5%	4	1.7%
Improper lane change	4	1.5%	2	0.9%
Failure to stop at stop sign	4	1.5%	4	1.7%
Improper turn	2	0.8%	1	0.4%
Running of red light	2	0.8%	2	0.9%
Hit and run	2	0.8%	2	0.9%
Grand Total	263	100.0%	229	100.0%

Table 5.10 shows that the leading contributing factor for total motorcycle crashes was "speed too fast" which accounted for 25.0% of contributing factors for total motorcycle crashes, and for 41.4% of the contributing factors in fatal motorcycle crashes. The contributing factors "driving under the influence", "had been drinking", and "under the influence of drugs" accounted for 5.9% of total motorcycle crashes and 6.9% of the motorcycle fatal crashes.

Table 5.10 Contributing Factors of Motorcycle Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Contributing Factors	MC Total Crashes		MC Injury Crashes		MC Fatal Crashes	
	#	%	#	%	#	%
Speed Too Fast	148	25.0%	128	25.4%	12	41.4%
Other Improper Driving	126	21.2%	113	22.4%	3	10.3%
Improper Lookout	92	15.5%	80	15.9%	0	0.0%
Following Too Closely	49	8.3%	35	6.9%	1	3.4%
Non-Contact Vehicle Involved	20	3.4%	18	3.6%	1	3.4%
Driving Under the Influence	19	3.2%	18	3.6%	0	0.0%
Improper Overtaking	19	3.2%	15	3.0%	2	6.9%
Failed to Yield the Right of Way	16	2.7%	14	2.8%	0	0.0%
Drove Left of Center	15	2.5%	10	2.0%	3	10.3%
Had Been Drinking	14	2.4%	12	2.4%	2	6.9%
Hit and Run	10	1.7%	7	1.4%	0	0.0%
Other Defective Condition	9	1.5%	8	1.6%	0	0.0%
Tires Defective	8	1.3%	6	1.2%	1	3.4%
Disregarded Traffic Signal	6	1.0%	6	1.2%	0	0.0%
Improper Turn	6	1.0%	4	0.8%	0	0.0%
Passed Stop Sign	5	0.8%	5	1.0%	0	0.0%
Brakes Defective	4	0.7%	4	0.8%	0	0.0%
Headlights Insufficient or Out	4	0.7%	1	0.2%	3	10.3%
Wrong Side of Road	4	0.7%	4	0.8%	0	0.0%
Asleep	2	0.3%	2	0.4%	0	0.0%
Non-collision Fire	2	0.3%	2	0.4%	0	0.0%
Other Lights or Reflecting/Defective	2	0.3%	1	0.2%	1	3.4%
Towed Vehicle	2	0.3%	2	0.4%	0	0.0%
Under the Influence of Drugs	2	0.3%	1	0.2%	0	0.0%
Vehicle Rolling in Traffic Lane	2	0.3%	2	0.4%	0	0.0%
Cargo Loss or Shift	1	0.2%	1	0.2%	0	0.0%
Failed to Signal	1	0.2%	0	0.0%	0	0.0%
Fatigued	1	0.2%	1	0.2%	0	0.0%
Improper Parking	1	0.2%	1	0.2%	0	0.0%
Jackknife	1	0.2%	1	0.2%	0	0.0%
Steering Mechanism Defective	1	0.2%	1	0.2%	0	0.0%
Stolen	1	0.2%	1	0.2%	0	0.0%
Grand Total	593	100.0%	504	100.0%	29	100.0%

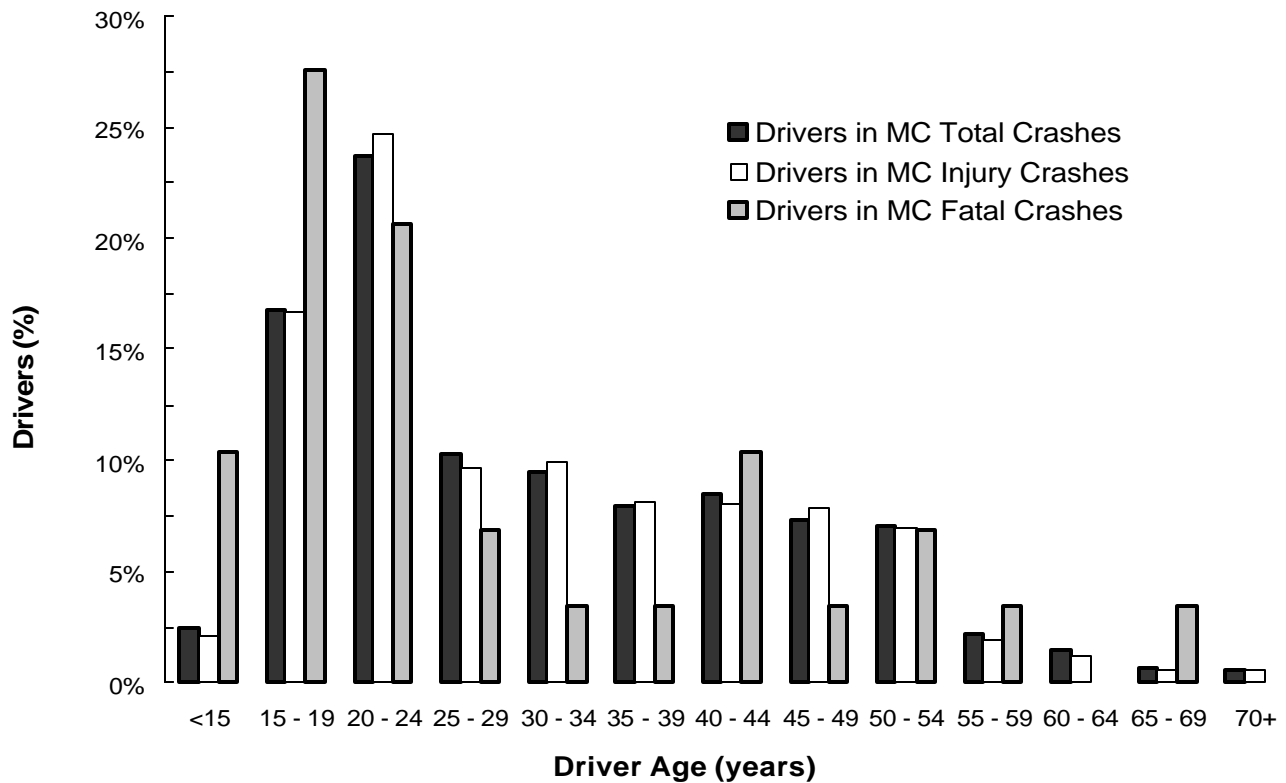
Motorcycle Drivers Involved in Crashes

Table 5.11 and Figure 5.05 show that over one-half (53.3%) of the motorcycle drivers involved in total crashes were under the age of 30 years (Table 5.11). The number of motorcycle drivers involved in total crashes and injury crashes was highest for younger drivers (20-24 years) and decreased with increasing age. The number of motorcycle drivers involved in fatal crashes was highest between the ages of 15 and 19 years.

Table 5.11 Age of Motorcycle (MC) Drivers Involved in Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Driver's Age	MC Total Crashes		MC Injury Crashes		MC Fatal Crashes	
	# Drivers	%	# Drivers	%	# Drivers	%
<15	19	2.5%	14	2.1%	3	10.3%
15 - 19	129	16.8%	111	16.7%	8	27.6%
20 - 24	182	23.7%	164	24.7%	6	20.7%
25 - 29	79	10.3%	64	9.7%	2	6.9%
30 - 34	73	9.5%	66	10.0%	1	3.4%
35 - 39	61	7.9%	54	8.1%	1	3.4%
40 - 44	65	8.5%	53	8.0%	3	10.3%
45 - 49	56	7.3%	52	7.8%	1	3.4%
50 - 54	54	7.0%	46	6.9%	2	6.9%
55 - 59	17	2.2%	13	2.0%	1	3.4%
60 - 64	11	1.4%	8	1.2%	0	0.0%
65 - 69	5	0.7%	4	0.6%	1	3.4%
70+	4	0.5%	4	0.6%	0	0.0%
Missing	14	1.8%	10	1.5%	0	0.0%
Grand Total	769	100.0%	663	100.0%	29	100.0%

Figure 5.05 Age of Motorcycle Drivers Involved in Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001
(See Table 5.11 for values)



Note: The above graph is based on percentages for the different crash categories. To read the above graph, look at one category across the age groups. For example, look at only the white bars (i.e. drivers in motorcycle injury crashes) from age group to age group. Do not compare the heights of the different crash categories for a specific age group.

Most motorcycle drivers involved in crashes were male (92.2%). This does not necessarily indicate that male motorcycle drivers are at greater risk for a crash, but may reflect the higher proportion of male motorcycle drivers in Utah (Table 5.12).

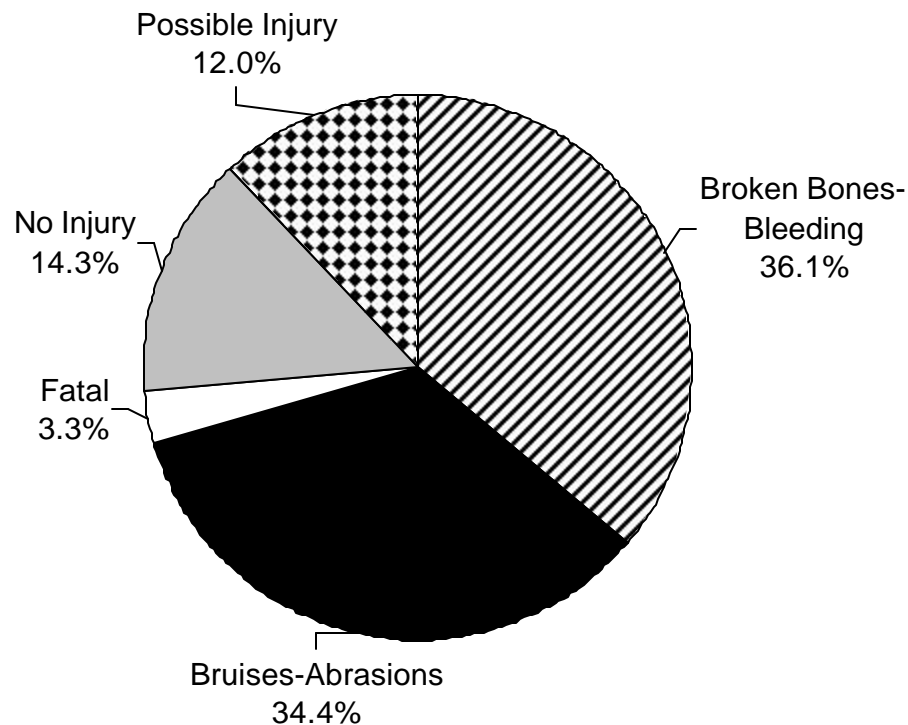
Table 5.12 Gender of Motorcycle (MC) Drivers Involved in Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Driver's Gender	MC Total Crashes		MC Injury Crashes		MC Fatal Crashes	
	# Drivers	%	# Drivers	%	# Drivers	%
Female	53	6.9%	44	6.6%	0	0.0%
Male	709	92.2%	615	92.8%	29	100.0%
Missing	7	0.9%	4	0.6%	0	0.0%
Grand Total	769	100.0%	663	100.0%	29	100.0%

Motorcyclist Injury Severity

Figure 5.06 shows that motorcyclists involved in a crash were injured at a much higher percentage (85.7%) compared to all other motor vehicle crash participants (21.5%) [Figure 2.03]. A fatal injury was sustained by 3.3% of motorcyclist compared to 0.2% of all motor vehicle crash participants. Fatalities were 11 times higher for motorcyclists than for other motor vehicle crash participants.

Figure 5.06 Motorcyclist Injury Severity as Reported by Police, Utah 2001 (n=890)



Motorcyclists by County

Table 5.13 shows that while Salt Lake County has the largest number of total motorcyclists, injured motorcyclists and motorcyclists killed in crashes, the county did not have the highest rates per population. Morgan County had the highest rate per population of total and injured motorcyclists, while Wayne county had the highest rate of fatalities.

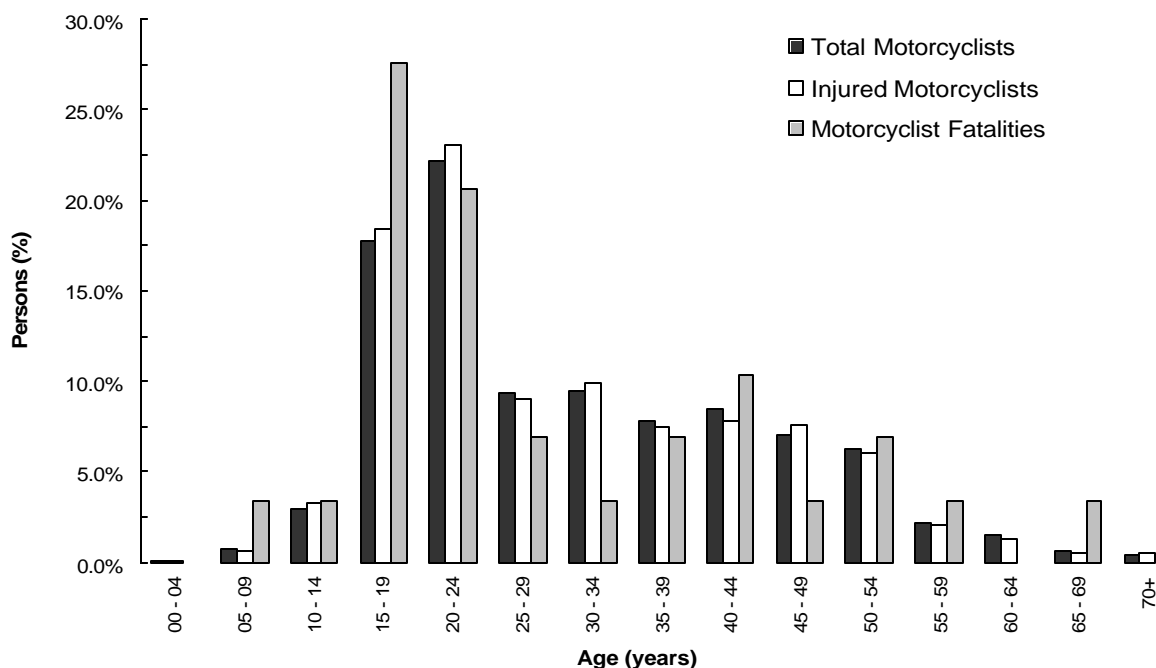
Table 5.13 Total Motorcyclists, Injured Motorcyclists and Motorcyclist Fatalities by County, Utah 2001

County	Total Motorcyclists		Injured Motorcyclists		Motorcyclist Fatalities	
	Rate per 100,000		Rate per 100,000		Rate per 100,000	
	#	Population	#	Population	#	Population
Beaver	2	28.4	2	28.4	0	0.0
Box Elder	16	36.8	11	25.3	1	2.3
Cache	50	52.8	45	47.6	0	0.0
Carbon	7	30.3	6	26.0	0	0.0
Daggett	1	115.5	1	115.5	0	0.0
Davis	65	27.1	52	21.7	1	0.4
Duchesne	10	69.1	7	48.4	3	20.7
Emery	6	52.6	4	35.1	0	0.0
Garfield	8	166.2	6	124.6	0	0.0
Grand	7	60.6	7	60.6	0	0.0
Iron	12	34.2	12	34.2	0	0.0
Juab	0	0.0	0	0.0	0	0.0
Kane	4	52.0	4	52.0	0	0.0
Millard	6	45.9	4	30.6	0	0.0
Morgan	14	198.1	9	127.3	0	0.0
Piute	0	0.0	0	0.0	0	0.0
Rich	3	158.6	2	105.7	0	0.0
Salt Lake	323	36.3	269	30.3	10	1.1
San Juan	6	43.7	5	36.4	0	0.0
Sanpete	1	4.4	1	4.4	0	0.0
Sevier	7	35.1	5	25.1	1	5.0
Summit	15	51.5	10	34.3	1	3.4
Tooele	9	25.0	6	16.7	0	0.0
Uintah	13	51.7	11	43.7	2	7.9
Utah	161	45.6	138	39.1	5	1.4
Wasatch	14	94.2	9	60.6	1	6.7
Washington	52	58.0	44	49.1	2	2.2
Wayne	2	75.0	1	37.5	1	37.5
Weber	76	39.1	63	32.4	1	0.5
Statewide	890	40.2	734	33.1	29	1.3

Motorcyclist Characteristics

The largest number of total motorcyclists and injured motorcyclists were aged 20 to 24 years (Figure 5.07 and Table 5.14). Motorcycle crash fatalities occurred most often in the 15 to 19 year age groups.

Figure 5.07 Age of Total Motorcyclists, Injured Motorcyclists and Motorcyclist Fatalities, Utah 2001



Note: The above graph is based on percentages for the different injury categories. To read the above graph, look at one category across the age groups. For example, look at only the white bars (i.e. injured motorcyclist) from age group to age group. Do not compare the heights of the different injury categories for a specific age group.

Table 5.14 Age of Motorcyclists, Injured Motorcyclists and Motorcyclist Fatalities, Utah 2001

Age	Total Motorcyclists		Injured Motorcyclists		Motorcyclist Fatalities	
	#	%	#	%	#	%
00 - 04	1	0.1%	1	0.1%	0	0.0%
05 - 09	7	0.8%	5	0.7%	1	3.4%
10 - 14	27	3.0%	24	3.3%	1	3.4%
15 - 19	158	17.8%	135	18.4%	8	27.6%
20 - 24	198	22.2%	169	23.0%	6	20.7%
25 - 29	83	9.3%	66	9.0%	2	6.9%
30 - 34	84	9.4%	73	9.9%	1	3.4%
35 - 39	69	7.8%	55	7.5%	2	6.9%
40 - 44	75	8.4%	57	7.8%	3	10.3%
45 - 49	63	7.1%	56	7.6%	1	3.4%
50 - 54	56	6.3%	45	6.1%	2	6.9%
55 - 59	20	2.2%	16	2.2%	1	3.4%
60 - 64	14	1.6%	10	1.4%	0	0.0%
65 - 69	6	0.7%	4	0.5%	1	3.4%
70+	4	0.4%	4	0.5%	0	0.0%
Missing	25	2.8%	14	1.9%	0	0.0%
Grand Total	890	100.0%	734	100.0%	29	100.0%

Table 5.15 shows that the majority of motorcycle crash participants (82.6%), injured motorcyclists (83.7%) and motorcycle fatalities (96.6%) were male.

Table 5.15 Gender of Motorcyclists, Injured Motorcyclists and Motorcyclist Fatalities, Utah 2001

Gender	Motorcyclists		Injured Motorcyclists		Motorcyclist Fatalities	
	#	%	#	%	#	%
Female	145	16.3%	117	15.9%	1	3.4%
Male	735	82.6%	614	83.7%	28	96.6%
Missing	10	1.1%	3	0.4%	0	0.0%
Grand Total	890	100.0%	734	100.0%	29	100.0%

Examination of the crash placement (driver vs passenger) shows that drivers accounted for the majority (86.8%) of injured motorcyclists and 96.6% of the motorcyclist fatalities (Table 5.16). In addition, there were 1 pedestrian and 2 bicyclists involved in motorcycle crashes who sustained non-fatal injuries.

Table 5.16 Crash Placement of Total Motorcyclists, Injured Motorcyclists, and Motorcyclist Fatalities, Utah 2001

Crash Placement	Total Motorcyclists		Injured Motorcyclists		Motorcyclist Fatalities	
	#	%	#	%	#	%
Driver	769	86.4%	637	86.8%	28	96.6%
Passenger	121	13.6%	97	13.2%	1	3.4%
Grand Total	890	100.0%	734	100.0%	29	100.0%

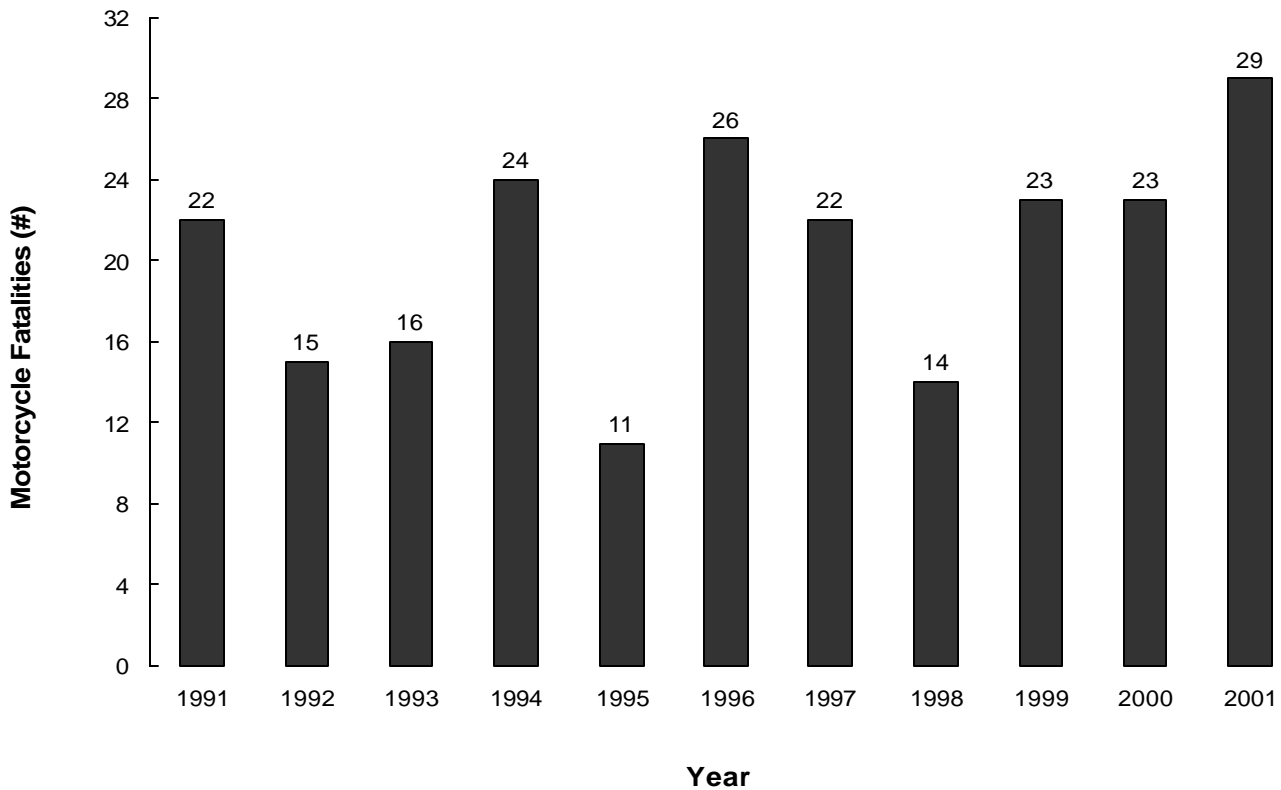
Only 33.6% of motorcycle drivers and passengers involved in crashes wore a helmet (Table 5.17). The percentage of helmet use was slightly higher for those who were injured (34.7%), but lower among the fatalities (27.6%). Utah law states that anyone under the age of 18 years riding a motorcycle either as the driver or as a passenger must wear a helmet approved by the Department of Public Safety.

Table 5.17 Helmet Use by Total Motorcyclists Involved in Crashes, Utah 2001

Helmet	Total Motorcyclists		Injured Motorcyclists		Motorcyclist Fatalities	
	#	%	#	%	#	%
Used	299	33.6%	255	34.7%	8	27.6%
Not Used / Unknown	591	66.4%	479	65.3%	21	72.4%
Grand Total	890	100.0%	734	100.0%	29	100.0%

In 2001, there were 29 motorcycle crash fatalities. For the past 10 years the number of motorcyclist fatalities has fluctuated year to year. The low occurred in 1995 with 11 fatalities, and the high was in 2001 with 29 fatalities (Figure 5.08). However, with the small number of fatalities, it is difficult to compare increases and decreases from year to year, therefore, these numbers should be interpreted with caution.

Figure 5.08 Motorcyclist Crash Fatalities, Utah 1991 - 2001



Alcohol and Other Drugs:

Of the 29 fatal motorcycle crashes, 4 involved alcohol and other drug use by the motorcycle driver.